

which are notified from time to time, are made for merchant vessels entering and leaving docks at ports East of Inchkeith.

(9)—(a) Whilst lying at anchor off Leith or Granton, vessels are to arrange for a night watch to be kept, with special orders to particularly observe the night signals shown by the Examination Vessel anchored in Leith Roads, in order that the "riding lights" for a ship at anchor, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 5 of 1918, may be exhibited directly that vessel shows "Night Distinguishing Signals" (three Red lights vertical). See Section III.

Riding lights are to be kept trimmed, lit, and at hand where they are easily and quickly accessible when required.

(b) The side ladder and a boat should be kept ready for use. All boats are to be kept hoisted close up to the davits during the hours of Official Night.

(c) The wireless room is to be locked, and no wireless messages are to be taken or despatched whilst the ship is in the Firth of Forth.

(d) No lights are to be visible from outboard other than navigation lights. Scuttles and skylights are to be effectively screened, or cabin lights kept extinguished.

(e) Anchors lights are not to be exhibited when off Leith or Granton, unless the "Night Distinguishing Signal" (three Red lights hoisted vertically) is shown by the Examination Vessel.

The Examination Vessel anchored in Leith Roads will only show this signal on occasions when it is considered necessary by the Deputy Examining Officer.

Vessels at anchor off Leith or Granton should keep a smart look-out, and when the "Night Distinguishing Signal" is shown by the Examination Vessel are immediately to exhibit the customary "riding lights" of a ship at anchor, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 5 of 1918.

(f) Merchant vessels berthed in Leith and Granton docks and harbours are prohibited from having any lights visible from outward during the hours of "Official Night," unless such vessel is actually engaged in working cargo. All such lights are to be screened from overhead and from seaward when possible.

(g) Navigation lights are to be kept well trimmed and burning brightly when inside the Firth of Forth if under way. Electric navigation lights are prohibited.

(10) When inward bound, the National Colours and number (or distinguishing signal) are to be hoisted on passing May island, and kept flying until the vessel docks.

(11) Care is to be taken that all flags displayed are showing clearly. If the weather is calm any flag signal which the vessel is ordered by an Examination Steamer to hoist should be shaken out so as to render it readily distinguishable.

(12) As little smoke as possible is to be allowed to escape from the funnels, and care is to be taken that neither lights nor flags are obscured by it.

(13) During thick or foggy weather, all mercantile traffic is to cease. Mercantile traffic is also to cease on all occasions when the Firth of Forth has been declared "Closed" by the King's Harbour Master.

(14) The Firth of Forth is always "Closed" during Official Night.

### Section III.

#### DISTINGUISHING SIGNALS OF EXAMINATION STEAMERS.

(15) Armed Examination steamers will be found at the Examining Station (see Section VII.) and also at the Examination Anchorage, and will be distinguished by the following means.

Each Examination Steamer will be distinguished as follows:—

*By Day.*—At the foremost head the special pilot flag (white and red horizontal, surrounded by a blue border). When the Firth of Forth is "Closed" three Red balls vertical will be hoisted in addition.

*By Night.*—Three red lights vertically 6 feet apart, conspicuously displayed at the end of a yard so as to show an unbroken light round the horizon.

Masters of merchant vessels must approach these vessels with care, and see that when stopped they are in a favourable position for the Boarding Officer coming alongside, and that a boat-rope and side-ladder are in position.

### Section IV.

#### NAVIGATION IN THE FIRTH OF FORTH.

(16) All merchant vessels are only permitted to enter the Firth of Forth when they have sufficient daylight to enable them to reach the Examining Station before the close of Official Day except such vessels mentioned in Clause 24 of this Section.

(17) Vessels must pass between Isle of May and Anstruther Wester, thence they must steer a course so as to pass 2 miles south of Elieness, and within half a mile to the southward of a green buoy in latitude 56° 09' N., longitude 2° 51' W., thence (if not met by a Pilot boat or Examination steamer) steer 297° (N. 45° W. Mag.) for 1½ miles to pass to the southward of a second buoy; thence to the Examining Station.

(18) \_\_\_\_\_ | \_\_\_\_\_

(19) No vessel is permitted to enter the Firth of Forth between the Isle of May and the south shore of the Firth of Forth.

(20) Merchant vessels approaching the Firth of Forth during the hours of darkness are to maintain a steady course and speed, and are to so arrange their speed that they shall not reach the Isle of May before "Official Day," and will thus avoid having to reduce speed or stop in the vicinity of the Isle of May, where they may render themselves liable to be fired upon by shore batteries or patrol boats.

(21) All merchant vessels are forbidden to enter the Firth of Forth during the hours of "Official Night" or during thick or foggy weather except such vessels provided for in Clause 24 of this section.

(22) All merchant vessels entering the Firth of Forth are to proceed to the Examining Station to be passed by the Examining Officer and given the "Special Signal" before proceeding to any port in the Firth of Forth. On arrival at the Examining Station they are to "heave to" and await instructions from the Examination Steamer. If then ordered to the Examination Anchorage, they are to proceed there, anchor, and await further instructions. In the meantime they are to hold no communication with any other